

Commercial.

THIS DAY.

Noon.
Share business remains quiet, an all round depression being the most noticeable feature on the Stock Exchange this morning. The slight reaction in favor of Banks, referred to yesterday, has not been maintained; in fact, the stock is decidedly weak and would appear to have a downward tendency. A few transfers have been effected for cash at 186, but there are still plenty shares on offer at the rate. Hongkong Fires are slightly weaker, offers to sell at the reduced rate of 350 failing to elicit a response. Docks are rather out of favor at 57 per cent. premium. China Sugars have further depreciated; for cash a quantity of shares have been negotiated at 135, sellers ruling the market at that quotation when business closed. On time several transactions were recorded at 139 for December 31st; but after the cash sales noted above the rate dropped, and 137 became the ruling figure for the end of the year. Nothing in other stocks had been reported up to noon.

4 o'clock p.m.

China Sugars are still on the downward journey. Since the issue of our noon edition shares have changed hands at 132 and 130 for cash, and 134 for December 31st, the stock leaving off with sellers at 130. No other transactions came under our notice.

SHARES.
Hongkong and Shanghai Bank—...
Hongkong and Shanghai Bank—New Issue—186 per cent. premium, sales and sellers.
Union Insurance Society of Canton—\$650 per share.
China Traders' Insurance Company—\$80 per share.
North China Insurance—1,400 per share.
Canton Insurance Company, Limited—\$105 per share, buyers.
Yangtze Insurance Association—1025 per share, sellers.
Chinese Insurance Company—\$215 per share, sellers.
On Tai Insurance Company, Limited—150 per share.
Hongkong Fire Insurance Company—\$350 per share, sellers.
China Fire Insurance Company—\$368 per share, sellers.
Hongkong and Whampoa Dock Company—57 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$50 per share, premium.
China and Manila Steam Ship Company—118 per share.
Hongkong Gas Company—\$80 per share.
Hongkong Hotel Company—\$150 per share, buyers.
Indo-China Steam Navigation Company, Limited—175 per cent. dis., sellers.
China Sugar Refining Company, Limited—\$130 per share, sales and sellers.
China Sugar Refining Company (Debtors)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—\$77 per share, sellers.
Hongkong Ice Company—\$155 per share, sellers.
Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
Chinese Imperial Loan of 1878—14 per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2 per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/7 1/2
Bank Bills on demand 3/8 1/2
Bank Bills, at 30 days' sight 3/8 1/2
Bank Bills, at 4 months' sight 3/8 1/2
Documentary Bills, at 4 months' sight 3/8 1/2
ON PARIS.—Bank, T. T. 47-48
Bank Bills on demand 47-48
ON BOMBAY.—Bank, T. T. 22 1/2
ON CALCUTTA.—Bank, T. T. 22 1/2
ON DEMAND 22 1/2
ON SHANGHAI.—Bank, T. T. 72 1/2
Private, 30 days' sight 73 1/2

EXPORT CARGO.

Per City of Yokohama, 5,915 bags Sugar, 75 boxes Yarn and 460 packages Merchandise. For San Francisco, 25,617 bags Rice, 121 boxes Cinnamon, 128 boxes Gambier, 37 boxes Silk piece Goods, 1,350 boxes Oil, 125 packages Tea, 10,080 pkgs. Merchandise. For Portland, (O.), 4,000 bags Rice, 408 pkgs. Merchandise, and 50 boxes Oil. For Victoria, B.C., 300 bags Rice, 665 packages Merchandise, and 6 boxes Crude Oil. For Honolulu, 500 boxes Oil, and 831 packages Merchandise. For Punta Arenas, 1 box Silks, and 1 box Merchandise. For La Libertad, 1 box Silks, For Panama, 2,000 bags Rice, 1 box Crude Oil, 4 boxes Silks, and 16 packages Merchandise. For Callao, 13 boxes Silks. For Demerara, 63 pkgs. Merchandise. For Boston, 5 cases Straw Hats. For Chicago, 356 pkgs. Merchandise. For New York, 220 packages Tea, 3 packages Straw Hats, 1 package Fans, 80 packages Matings, 1 package Silk piece Goods, 400 bags Raw Silk, and 25 cases Raw Silk.

OPIUM MARKET.—THIS DAY.

NEW MALWA per picul, \$535
(Allowance, Tael 64.)
OLD MALWA per picul, \$575
(Allowance, Tael 74.)
NEW PATNA, high touch (without choice) \$570
NEW PATNA, high touch (first choice) per chest \$572 1/2
NEW PATNA, high touch (bottom) per chest \$575
NEW PATNA, high touch (second choice) per chest \$567 1/2
NEW PATNA, low touch (without choice) per chest \$570
NEW PATNA, low touch (first choice) per chest \$572 1/2
NEW PATNA, low touch (bottom) per chest \$575
NEW PATNA, low touch (second choice) per chest \$567 1/2
OLD PATNA, per chest \$560
NEW BENARES, high touch (without choice) per chest \$550
NEW BENARES, high touch (bottom) per chest \$552 1/2
NEW BENARES, low touch (without choice) per chest \$547 1/2
NEW BENARES, low touch (bottom) per chest \$550
NEW PERIAN (best quality) per picul, \$420 @ \$430
NEW PERIAN (second quality) per picul, \$375 @ \$385

Shipping.

ARRIVALS.

PICCOLA, German steamer, 874, Thos. Nielsen, 1st October, Amoy 30th Sept, General.—Hun Hin & Co.
WM. MANSON, British bark, 366, H. Kindred, 1st October, Newchwang 18th September, Beans.—Russell & Co.
CITY OF PEKING, American steamer, 3,120, G. G. Perry, 1st October, San Francisco 4th Sept, and Yokohama 26th, Mails and General.—P. M. S. S. Co.
TRAIT D'UNION, French 3-m. sch., 355, C. Renouf, 1st October, Singapore 9th Sept, Coals.—Chinese.
HUNGARIAN, British steamer, 883, W. McD. Alison, 1st October, Nagasaki 26th Sept, Rice.—Adamson, Bell & Co.
FU-YEW, Chinese steamer, 920, Croad, 1st Oct.—Shanghai 28th September, General.—C. M. S. N. Co.
EUROPE, French steamer, 1,295, Valladier, 2nd October, Shanghai 29th Sept, General.—Adamson, Bell & Co.
OXUS, French steamer, 2,374, Rapatel, 2nd Oct.—Shanghai 29th Sept, General.—Messageries Maritimes.
THALES, British steamer, 820, T. G. Pocock, 2nd October, Foochow 28th September, Amoy 29th, and Swatow 1st October, Sugar and General.—D. LaPrak & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Theresa, German bark, for Newchwang.
Kwangtung, British steamer, for Swatow, &c.
Gordon Castle, British steamer, for Saigon.
Emeralda, British steamer, for Manila.
Young Siam, Siamese bark, for Bangkok.
Piccola, German steamer, for Singapore.

DEPARTURES.

October 2, Canton, British steamer, for Saigon.
October 2, Fu-yew, Chinese str., for Canton.
October 2, Forge Juan, British steamer, for Manila.
October 2, Gordon Castle, British steamer, for Saigon.
October 2, Piccola, German steamer, for Straits Settlements.
October 2, Elizabeth Childs, British bark, for Hilo.

PASSENGERS—ARRIVED.

Per City of Peking, str., from San Francisco, &c.—Mrs. D. Sayle and a child, and 650 Chinese.
Per Fu-yew, str., from Shanghai.—Mr. Watson, and 40 Chinese.
Per Thales, str., from Foochow, &c.—191 Chinese.
Per Piccola, str., from Amoy.—380 Chinese.
Per Orus, str., from Shanghai.—Mrs. Brewer, Messrs. Marshall, Hughes, Major, Kappler, London, Beauchamp, Villier, Hughes, Huntington, Cooper, Cavely, and 8 Chinese, for Hongkong.
Per Saigon.—Mr. Maria. For Singapore.—Mr. Villier, and 4 Chinese, and a servant. For Batavia.—Mr. Tulin. For Suva.—Mrs. Lachevitch and Mr. and Mrs. Hackel. For Port Said.—Messrs. Mice, Curwen, and Reschakoff. For Marseilles.—Mr. Xitco.
Per Piccola, str., for Singapore.—380 Chinese.
TO DEPART.
Per Kwangtung, str., for Swatow, &c.—400 Chinese.

REPORTS.

The British steamship Hungarian reports left Nagasaki on the 26th ultimo. Had fine weather throughout.
The Chinese steamship Fu-yew reports left Shanghai on the 28th instant. Had fine weather with moderate N.E. winds throughout.
The British bark William Manson reports left Newchwang on the 18th ultimo. Had light and variable winds to Tung-ying; thence had strong N.E. breeze to Lamocks; and thence had light variable wind to port.
The British steamship Thales reports left Foochow on the 28th ultimo, Amoy on the 29th, and Swatow on the 1st instant. Had fresh N.E. winds and fine weather throughout to Swatow; from thence to port had strong N.E. wind and cloudy weather. On the 28th at 11 a.m. passed White Dog, bound to Foochow; no sickness in Swatow. In Foochow H.M. gunboat Cockchaffer and steamship Hok-on. In Amoy the Company's steamship Fusien and the steamship Glamorganshire. In Swatow the steamship Phra Chom Kiao, Kong Beng, Lusitanian, Sewo, and Chi-yuen.

Post Office.

A MAIL WILL CLOSE

For Swatow, Amoy, & Foochow.—Per Kwangtung, to-day, the 2nd instant, at 5 P.M.
For Swatow, Singapore, & Bangkok.—Per Phra Chom Kiao, on Thursday, the 4th instant, at 9.30 A.M.
For New York.—Per Oxfordshire, on Thursday, the 4th instant, at 10.30 A.M.
For Kudat and Sandakan.—Per Thales, on Saturday, the 6th instant, at 3.30 P.M.
For Nagasaki, Hiogo, and Yokohama.—Per Zambezi, on Wednesday, the 17th instant, at 11.30 A.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the Hongkong Directory and Hong Kong for 1883, which supersedes all previous editions.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "ORUS" will be despatched on THURSDAY, the 4th instant, with Mails for the United Kingdom, Europe, and places beyond, via Naples, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, the Australian Colonies, Pondicherry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "CITY OF PEKING" will be despatched on THURSDAY, the 11th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:
At 2.15 P.M. Registry closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "DIKON" will be despatched on THURSDAY, the 16th instant, with Mails for the United Kingdom, Europe, and countries beyond, via Brindisi, to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.
N.B.—This Packet carries no mails for the Australian Colonies.
The usual hours will be observed in closing the Mails, &c.

SHIPPING IN HONGKONG.

STAMPA.

ACTIV, Danish steamer, 268, Rebeck, 23rd Sept.—Hohow 21st September, General.—C. M. S. N. Co.
ALBA, British steamer, 366, Godard, 21st Sept.—Swatow 20th September, General.—D. LaPrak & Co.—Cosmopolitan Dock.
ATLANTIA, German steamer, 283, Pfaff, 29th September.—Saloon 24th Sept, Rice and Paddy.—Siemens & Co.
CHURADER, British steamer, 647, T. Rowin, 30th August.—Saloon 25th August, General.—Arnhold, Karberg & Co.
C. T. HOOK, British steamer, 902, W. Jarvis, 29th September.—Saloon 22nd September, Rice.—Thos. Howard & Co.
EMUR, Spanish steamer, 410, Rementeria, 30th June.—Manila 27th June, General.—Remedios & Co.—Kowloon Dock.
EUROPA, British steamer, 1,003, John Schade, 20th Sept.—Saloon 25th Sept, Rice and Paddy.—Melchers & Co.
FAME, British steamer, 117 (Stopan)—Hongkong and Whampoa Dock Co.
GODAVERY, French steamer, 815, du Temple, 29th September.—Yokohama 23rd Sept, General.—Messageries Maritimes.
GRAVINA, Spanish steamer, 398, Echevaria, 12th Sept.—Manila 8th Sept, Ballast.—Remedios & Co.—Kowloon Dock.
JAPAN, British steamer, 1,865, T. S. Gardner, 29th September.—Cebu 15th Sept, Ballast, 21st, and Singapore 23rd, 1,452 chests Opium, 623 bales Cotton, 2,100 bags Saltpetre, and 240 packages Sundries.—D. Sassoon, Sons & Co.
KWANTUNG, British steamer, 680, J. C. Abbott, 27th September.—Foochow 23rd Sept, Amoy 24th, and Swatow 26th, General.—D. LaPrak & Co.
LEINOK, British steamer, 1,327, Scott, 29th Sept.—Calcutta 15th September, Penang 20th, and Singapore 23rd, General.—Jardine, Matheson & Co.
LI YUNG, Annamite steamer, 150, Chun, 10th June.—Touma 15th June, General.—Chinese.
MONKUT, British steamer, 850, Loff, 30th Sept.—Bangkok 23rd Sept, General.—Yuen Fat Hong.
NELSON, British steamer, 84, James Thorn, 22nd September.—Sydney 9th August, and Batavia 11th Sept, Coals.—Russell & Co.
PHRA CHOM KIAO, British steamer, 1,000, H. H. Lightwood, 30th Sept.—Bangkok 23rd September, Rice.—Chinese.
SEA GULL, American steamer, 48, Hayden, Nov. 24th.—China Traders' Insurance Co.
SIN TAIWAN, German str., 47, H. Vicens, 30th July.—Taiwan 24th July, Ballast.—Captain.

SAILING VESSELS.

ALBYN'S ISLE, British bark, 360, A. W. Alden, 27th September.—Keelung 24th Sept, Coals.—Ed. Schellhaus & Co.
ASTORIA, British brig, 211, Samuel Cox, 26th September.—Normanby (Captain).
CHARLES RAY, British ship, 1,431, W. J. Watson, 16th September.—Cardiff 6th May, Coals.—P. & O. S. N. Co.
CONCORDIA, German 3-m. schooner, 474, H. Ruster, 16th September.—Nagasaki 31st August, Coals.—Siemens & Co.
FORTUNE, Siamese bark, 447, Soderstrom, 26th August.—Bangkok 11th August, General.—Chinese.
FURNACE ABBEY, American bark, 1,044, Marcey, 22nd Sept.—Yokohama 30th August, Ballast.—Captain.
GREYHOUND, British brig, 231, Prescott, 9th August.—Albany, W. L., 14th June, Wood, Gilman & Co.
HERMANN, German bark, 444, M. Traulsen, 21st September.—Yap 30th August, Copra.—Wieler & Co.
H. W. DUDLEY, American bark, 1,083, D. W. Dudley, 1st Sept.—Nagasaki 23rd August, Coal.—Captain.
J. A. BORDLAND, American bark, 635, Y. A. Kent, 8th September.—Newcastle 6th July, Coal.—Russell & Co.
KILLERNA, British bark, 795, H. Wallace, 11th August.—Hamburg 11th April, General.—Siemens & Co.
LIVINGSTONE, German bark, 531, H. Steffens, 18th October.—Newchwang 18th September, Beans.—Siemens & Co.
LOTHAIR, British bark, 800, Dexter, 23rd Sept.—London 27th May, General.—Gibb, Livingston & Co.
LOUISA, German 3-m. sch., 245, Schierloch, 2nd Jan.—Whampoa 31st Dec, General.—Captain.
MAOIG, British schooner, 214, White, 30th Aug.—Newchwang 25th July, Beans.—Order.
MARIE, German bark, 430, Thomackewsky, 27th August.—Swatow August 10th, Ballast.—Siemens & Co.
MELBRO, British bark, 867, H. Lightbody, 29th September.—Cardiff 7th June, Coal.—Messageries Maritimes.
NICOLA, British bark, 34, James Foster, 26th September.—Newcastle, N.S.W., 25th July, Coal.—Arnhold, Karberg & Co.
OBER BAXTER, British bark, 876, Obed, 23rd Sept.—Shanghai 18th September, Ballast.—Russell & Co.
PAUL JONES, American ship, 1,205, E. A. Gerich, 8th September.—Shanghai 29th August, Ballast.—Russell & Co.
SCHWAB, German brig, 276, Schroder, 16th Sept.—Nagasaki 27th August, Coals.—Siemens & Co.
SEA RIFLE, British barkentine, 182, A. Richers, 24th Sept.—Freemantle 19th August, Sandalwood.—Siemens & Co.
SILVER EAGLE, British bark, 908, S. Richards, 31st August.—London 6th May, General.—Wieler & Co.
SOUTHAUT, American bark, 1,004, R. D. Walde, 9th August.—Newcastle, N.S.W., 7th June, Coal.—Adams, Bell & Co.
SPARKWATER, American schooner, 85, C. Vincom, 26th July.—from Chungchow.—W. H. Ray, S. S. RIDGWAY, Amer. bark, 872, H. S. Townsend, 12th Sept.—Bangkok 25th August, General.—Chinese.
TEKLI, British bark, 390, L. P. Buchholdt, 23rd Sept.—Newchwang 9th Sept, Beans.—Chinese.
TETUAN, British bark, 438, S. Hyne, 9th Sept.—Newchwang 17th August, Beans.—Wieler & Co.
THESEUS, British bark, 465, Kalkbrenner, 14 Sept.—Quinhon 25th August, General.—E. J. Hoang.
THERESIA, German bark, 302, E. Lorenzen, 25th Sept.—Amoy 23rd September, Beans.—Ed. Schellhaus & Co.
TWILIGHT, American ship, 1,265, W. C. Ward, 8th June.—Newcastle, N.S.W., 14th April, Coal.—Adamson, Bell & Co.
WACKER, American bark, 55, Henderson, 16th July.—Guadalup 1st June, General.—Blackhead & Co.
VICTOR, British bark, 402, J. D. Forbes, 13th Sept.—Freemantle 1st Aug, Sandalwood.—Siemens & Co.
WILDWOOD, American bark, 1,000, Chas. P. Sawyer, 23rd Sept.—Nagasaki 10th Sept, Coal.—Russell & Co.
YOUNG SIAI, Siamese bark, 701, W. Saxtorph, 12th Sept.—Bangkok 27th August, General.—Captain.
ZOUAVE, American ship, 1,200, Robert C. Lopez, 2nd August.—Cardiff 4th April, Coals.—P. & O. S. N. Co.

CANTON.

AMOV, British steamer, 814, C. Hermann, 21st August.—Canton 20th August, General.—Siemens & Co.
PEKING, British steamer, 954, Heuermann, 30th September.—Shanghai 27th Sept, General.—Siemens & Co.

WHAMPOA.

MOUNT LEBANON, British bark, 436, Chas. H. Nelson, 16th September.—Newchwang 18th August, Beans.—Kwong Ching.

AMOV.

In Port on 22nd September, 1883.

Albair, German schooner, 216 (Brunas)—Pasdag & Co.
Anna Dorothea, German bark, 343 (Jensen)—Pasdag & Co.
Anna Bertha, German bark, 480 (Krause)—Pasdag & Co.
Annie, German schooner, 330 (Moller)—H. A. Petersen & Co.
Benedicta, German schooner, 240 (Darum)—H. A. Petersen & Co.
Confucius, Siamese schooner, 258 (Simpson)—Captain.
Faugh Balahugh, German schooner, 240 (Rute)—H. A. Petersen & Co.
Formosa, British 3-m. schooner, 381 (Quayle)—Boyd & Co.
Frohlich, German brig, 350 (Moller)—Pasdag & Co.
Glennay, British 3-m. schooner, 283 (Thomson)—Pasdag & Co.
Hans, German bark, 313 (Thomson)—H. A. Petersen & Co.
Helene, German bark, 250 (Kosow)—Boyd & Co.
Hieronymus, German bark, 425 (Ipland)—H. A. Petersen & Co.
Hilda Maria, German bark, 275 (Tenns)—Pasdag & Co.
Johanna Carl, German schooner, 144 (Floger)—Boyd & Co.
Kvik, Norwegian bark, 416 (Larsen)—Pasdag & Co.
Magenta, British schooner, 327 (Coalfleet)—Pasdag & Co.
Meridian, Siamese bark, 345 (Krusc)—Pasdag & Co.
Orient, German bark, 461 (Roder)—H. A. Petersen & Co.
Oskar Mooyer, German bark, 560 (Johannsen)—H. A. Petersen & Co.
Peter, German schooner, 307 (Moller)—H. A. Petersen & Co.
Sofia, Swedish brig, 280 (Fehrmann)—H. A. Petersen & Co.
Walter Slegheid, British bark, 394 (Hansson)—Pasdag & Co.

FOOCHOW.

In Port on 20th September, 1883.

Almatia, American schooner, 386 (Lapham)—Chinese.
Guiding Star, British bark, 311 (Schmiltner)—Chinese.
Lee-yih, British bark, 225 (Culhorne)—Chinese.
Occident, German bark, 251 (Benter)—Chinese.

SHANGHAI.

In Port on 22nd September, 1883.

Brunette, British bark, 375 (Turnhill)—Morris & Co.
Censur, German bark, 459 (Offenberg)—Glasperich & Burchard.
Charon Wattana, Siamese bark, 565 (Ulrich)—Butterfield & Swire.
Chihaya Maru, Japanese bark, 441 (Yamamoto)—M. B. Kaishia.
Chinghai, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Diamond, British bark, 391 (Neso)—Morris & Co.
Earl of Elgin, British bark, 979 (Morrison)—S. C. Farnham & Co.
Eggle, Siamese bark, (Gammon)—Master.
Kolar, German bark, 540 (Lome Bang)—Russell & Co.
Leander, British ship, 148 (Hamilton)—J. W. Muller.
Lucky, Siamese bark, 424 (Sequeira)—Master.
Mary L. Stone, American ship, 1,420 (Josselyn)—C. & J. Trading Co.
Pelham, British brig, 254 (Downie)—Mackenzie & Co.
Satsuma, British bark, 364 (Lord)—Morris & Co.
Siam, Siamese bark, 325 (Thomson)—Butterfield & Swire.

NAGASAKI.

In Port on 15th September, 1883.

Bride, British bark, 300 (Sutherland)—Holmes, Ringer & Co.
P. Pendleton, American bark, 1281 (Blanchard)—C. & J. Trading Co.
Queen of India, British bark, 388 (Maher)—Master.
Satsuma, British bark, 364 (Lord)—Holmes, Ringer & Co.
Spartan, American bark, 747 (Crossley)—Captain.

YOKOHAMA.

In Port on 22nd September, 1883.

Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.
Alex. Newton, American ship, (Spray)—Smith, Baker & Co.
Black Diamond, German bark, 670 (Boyd)—F. Bohm.
E. von Beaulieu, German bark, 336 (Gottling)—Groesser & Co.
Gloaming, British ship, 1,498 (Densmore)—C. & J. Trading Co.
Guam, British schooner, 994 (Gams)—Master.
Pearl, American bark, 550 (Howe)—Jardine, Matheson & Co.
Sagitta, British bark, 379 (Taylor)—Frazier & Co.
W. H. Lincoln, American ship, 1,684 (Daily)—Master.

MANILA.

In Port on 15th September, 1883.

Alce, Dublin, British ship, 1,150—Smith, Bell & Co.
A. & W. C. Dutch ship, 1,486—Ker & Co.
Continental, American ship, 1,712—W. F. Stevenson & Co.
Elise, German ship, 1,348—MacLeod & Co.
Filadelfia, Austrian bark, 890—MacLeod & Co.
H. A. Litchfield, American bark, 698—Pease, Hubbell & Co.
H. F. Pringle, American bark, 553—Martin, Bewell & Co.
H. G. Johnson, American bark, 1,280—Ker & Co.
Ida, British bark, 660—Holliday, Wise & Co.
John Nicholson, British bark, 885—W. F. Stevenson & Co.
Importer, American ship, 1,270—Smith, Bell & Co.
M. Brockelman, German bark, 512—Beer, Senier & Co.
Medley, American schooner, 90—Smith, Bell & Co.
Peggie, American bark, 115—J. Rogers & Co.
Udine, German bark, 908—Smith, Bell & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hickey, Cruising.
Audacious, double-screw iron frigate, Captain R. E. Tracy, Cruising.
Champion, corvette, 14 guns, Captain Collins, Singapore.
Cleopatra, corvette, 14 guns, Captain Hippley, Cruising.
Cockchafer, gunboat, 4 guns, Lieut. Com. Wood, Foochow.
Curacao, corvette, 14 guns, Captain Anstruther, Cruising.
Daring, composite sloop, 4 guns, Commander F. J. J. Elliott, Cruising.
Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
Esper, gunboat, Commander Gamble, Canton.
Flying Fish, sloop, 4 guns, Lieut. Commander Hoskey, Korea.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Singapore.
Foxhound, gunboat, 4 guns, Lieut. Commander McQuhae, Shanghai.
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Shanghai.
Linnet, British gunboat, Commander C. P. Harris, Cruising.
Magpie, surveying vessel, 4 guns, Lieut. Com. Carpenter, Sandakan.
Midge, double-screw gun-vessel, In reserve, Hongkong.
Pegaseus, sloop, 6 guns, Commander E. F. Day, Chioo.
Sapphire, corvette, 9 guns, Commander John R. T. Fullerton, Cruising.
Swift, double-screw gun-vessel, 5 guns, Commander V. A. Tisdall, Canton.
Tweed, double-screw gunboat, 3 guns, In reserve, Hongkong.
Victor Emmanuel, receiving ship, 20 guns, Commander Cumling Hongkong.
Vigilant, paddle despatch-vessel, 2 guns, Commander C. Lindsay, Hantsing.
Wivern, turret-ship, 4 guns, In reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Folland, Yokohama.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Chioo.
Alert, American corvette, 4 guns, Commander L. Kempe, Kobe.
Argos, Spanish cruiser, Commander J. R. Higuero, Manila.
Cher, French gunboat, Commander Lalo, North.
Duke of Edinburgh, Russian ironclad, Captain de Giers, Shanghai.
Ermak, Russian transport, Captain Koltchak, Vladivostok.
Essex, American gun-vessel, 6 guns, Captain McCormack, Nagasaki.
Gornoroff, Russian gunboat, 7 guns, Commander Stark, Vladivostok.
Ilis, German gunboat, 8 guns, Commander Klaus, Canton.
Kersaint, French corvette, Commander Beaumont, Tonquin.
Leipzig, German corvette, 16 guns, Captain Herbig, Shanghai.
Luth, French gunboat, 4 guns, Commander Kourier, Canton.
Marques de Duera, Spanish despatch-vessel, Don Domingo Carayara, Manila.
Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Hiogo.
Morge, Russian gunboat, 7 guns, Commander Tatarinoff, Nagasaki.
Nerpa, Russian gunboat, 7 guns, Commander Vahrdt, Vladivostok.
Palos, American gunboat, 6 guns, Lieutenant Commander Green, Canton.
Platonov, Russian sloop, 8 guns, Captain P. Richmond, American frigate, 14 guns, Captain Skerrett, Yokohama.
Skobeloff, Russian corvette, Japan.
Sobol, Russian gunboat, 7 guns, Commander Boyle, Vladivostok.
St. Petersburg, Russian transport, 6 guns, Captain Sidenier, Vladivostok.
Stoch, German corvette, 19 guns, Captain Buchholt, Hongkong.
Tamega, Portuguese gunboat, Commander da Costa Cabral, Canton.
Tongous, Russian gunboat, Commander Heck, Vladivostok.
Tourville, French frigate, 27 guns, Captain Bosc, Hongkong.
Triumphante, French corvette, 17 guns, Captain Baux, Hongkong.
Vestnik, Russian sloop, 8 guns, Captain Avelan, Manila.
Victorieuse, French frigate, 14 guns, Captain de la Baile, Hongkong.
Villars, French corvette, 15 guns, Captain M. Dewatre, Shanghai.
Volta, French corvette, Captain Fournier, Hantsing.
Wolf, German gunboat, 4 guns, Commander von Raven, Korea.

CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lin Kuo Chang, Canton.
Chee-hing, Revenue cruiser, 3 guns, Chinese Captain, Canton.
Chen-ko, Viceroy's gunboat, 7 guns, J. Stewart, Canton.
Chen-jui, Revenue cruiser, 3 guns, Chinese Captain, Canton.
Ching-on, Revenue cruiser, 3 guns, Chang Wing Fai, Canton.
Ching-ling, Viceroy's gunboat, 4 guns, J. Beasland, Canton.
Chop-chang, Revenue cruiser, 3 guns, Tack Ming, Canton.
Chop-ai, Viceroy's gunboat, Chang, on arrival, Hal-chang-ching, Revenue cruiser, 3 guns, Wei Jai, Canton.
Hal-chang-ching, Viceroy's gunboat, 3 guns, Ho Tung-shun, Canton.
Hotung-shun, Viceroy's gunboat, 3 guns, Ho Tung-shun, Canton.
Hui-shan, Viceroy's gunboat, 2 guns, P. J. Farnham, Canton.
Lai-sha, Revenue cruiser, 3 guns, Chinese Captain, Canton.
Peng-shao-hai, Revenue cruiser, 3 guns, Chinese Captain, Canton.
Quang-on, Viceroy's gunboat, 4 guns, Chinese Captain, Canton.
Sheen-chi, Revenue cruiser, 3 guns, Chinese Captain, Canton.
Shi-ling, Viceroy's gunboat, 4 guns, Chinese Captain, Canton.
Tehing-on, Viceroy's gunboat, 3 guns, Chinese Captain, Canton.
Tehing-pai, Viceroy's gunboat, 3 guns, Chinese Captain, Canton.
Tehing-shi, Revenue cruiser, 3 guns, Chinese Captain, Canton.
Tehing-tai, Viceroy's gunboat, 3 guns, Chinese Captain, Canton.
Tehing-tai, Viceroy's gunboat, 3 guns, Chinese Captain, Canton.
Viceroy's gunboat, 3 guns, Chinese Captain, Canton.

Intimations.

NOTICE.

THE Undersigned begs to inform the Ladies and Gentlemen of the Foreign Community that he has resigned his Partnership in the "NAM-SING TAILOR SHOP" and has Purchased an Interest in the "SIZE KING LOONG SHOP" No. 100, Queen's Road Central, carrying on the Business of TAILORS, OUTFITTERS, and GENERAL MERCHANTS. He hopes by strict attention to Business and Selling the Best Class of Goods at Moderate Prices to receive a share of the patronage so liberally bestowed on him in the past.

AH NAM.

Late Partner in the "NAM-SING Tailor Shop." Hongkong, 16th April, 1883. [290]

NOTICE.

THE Public are respectfully informed that the Undersigned has been trading at the undermentioned premises for the past 38 years as TAILOR, DRAPER, and GENERAL OUTFITTER. He has no connection whatever with any other firm trading under a similar name or style, and takes this opportunity of informing his old customers that their orders will receive the same careful attention in the future as has been given to them in the past. By supplying the Best Material and working them up at MODERATE PRICES, and by promptly attending to all orders entrusted to his charge, he hopes to be favored with the patronage of his old customers and the Public Generally.

NAM-SING

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
PERFUMERS,
IMPORTERS AND EXPORTERS
OFMANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF

AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 2, 1883.

The force of circumstances is a great item in the management of affairs in the world we live in, and it is by the force of circumstances in many, many cases that a certain line of conduct or of policy has to be adopted, especially in the government of a country. It is not our purpose to preach a sermon on the force of circumstances, but to demonstrate a line of policy in the beneficial management of our little colony which we will endeavor to show is, not alone entirely fallacious, but, (not to blow our own horn,) highly commendable and worthy of the consideration of those in whose hands the reins of power rest.

In the first place we are in a British Colony situated many thousands of miles beyond the actual place of European civilization, or, rather, the actual rule of the Mother Country, and it behoves us to make the best of our isolated situation and to develop the importance of our prestige as representatives of the British nation; as well as to demonstrate that superiority of which the Anglo-Saxon race is justly proud. Now it remains to be seen which is the best way to demonstrate this superiority in Hongkong? Surely it cannot be with the *vis inertia* dominant here, guided by the quavering policy—let it may be termed "policy" at all—which seems to be "avec peur et avec reproche" from those from whom better guidance and government might be expected.

Not from a religious, moral or intellectual, but from a political and from a worldly point of view do we ask the question: "As a British Colony, and as a portion of the vast Empire of Great Britain, what is Hongkong? And as what can it be looked upon? To answer the first question, Hongkong is politically and socially a purely commercial colony, and in answer to the second question we say and maintain that Hongkong is the "key to China." Is there anyone, who can or is able to affirm to the contrary?

Referring to Hongkong as a socially commercial colony we would infer that the social interests of the place are bound up in the commercial ones and *vice versa*, and regarding Hongkong as a politically commercial place, we infer its political and commercial interests to be equally reciprocal; while in concluding Hongkong to be the "key to China," we have its social and political interests so completely bound to this latter fact, that it forms the *alpha* and *omega* whereon the basis of the mode of government to be adopted lies.

Take Hongkong of ten or fifteen years back when the actual commercial interests of the place were far greater than they now are and let us ask ourselves the cause of the decay which has undoubtedly come to pass. In years gone by, more so than now, was Hongkong looked upon as the stepping-stone or rather the "key" to the opening up of China to foreign civilization and commerce; and now we have the Chinese port of Shanghai usurping the place which rightfully belongs to Hongkong. The lack of management, tact and diplomacy in the governing power of the Colony has been the cause of this, and when, to our mind, a step in the right direction was taken, it was cried down as being next to treasonable, and efforts, which we are happy to say, only partially succeeded, were made to overthrow the sound pro-Chinese policy of Governor HENNESSY, which has left a deep-rooted, favorable impression on those who really have, not alone the interests of the Colony of Hongkong, but the interests of the Mother Country at heart.

From the time of the commencement of the commercial importance of Hongkong

nearly up to the present day there has been but one medium of communication between the Chinese and the European merchant, and that has been through Chinese brokers.

The European merchant in first coming to China had to get whomever he could to act as mediator in his bargains with the merchants of China. The object of the former was then, as it is now, to make a fortune and then clear off for home. The broker must needs make his share of the profit as well as so must the Chinese merchant, the latter deriving his share from dealing with his countrymen in their own territory. But the European merchant never gave a thought then to going into the Chinaman's own territory and there transacting a direct business. Such an idea never entered his mind. But to-day it does, and he scarcely knows how to go about it, and attributes what is probably the result of his own shortsightedness to the obstinacy of "the heathen race with whom he is dealing," in refusing to open out his country, never for a moment thinking that he himself is in a great measure to blame.

Now that a new race of people in the Chinese of Hongkong has sprung up and there is no longer the "lying, thieving, demoralized and nondescript" Chinese broker upon whom the European merchant had to solely rely for his share in the commerce of the colony, the latter begins to complain that "trade is dull" and is all "falling into the hands of the Chinese." Who are these Chinese into whose hands the trade of Hongkong is falling? Who else are they but the new race of Chinese of Hongkong, at once sprung up into a set of merchants, partially Europeanized, doing business like our own merchants, scrupulously honorable in their dealings with foreigners, and while they now usurp the place once so strongly held by their Western fraternity, they have the advantage of internal intercourse with China which the European merchant has not. And how is this new race of Hongkong merchants treated by foreigners? Generally with contempt, regarded as interlopers, and we fear, frequently treated as such. Is this state of affairs right? and should such a policy towards these merchants be adopted here in Hongkong? We think not. This new race of merchants should be treated far differently, and Governor HENNESSY showed his tact, diplomacy, and above all, his good common sense when he adopted a seemingly (we use the term advisedly,) pro-Chinese policy in his mode of governing this Colony, knowing full well, as we ourselves do, that this new race of merchants form, under judicious management, the stepping-stones to internal and friendly intercourse with China and the Chinese.

The assertion that the Chinese merchants and traders of Hongkong are invaluable factors in the opening out of China to foreign trade and intercourse is based upon the fact that the Chinese here have been initiated into a far more liberal mode of government than the one which governs their own country. Their being led thereby into forming golden opinions of our manner of conducting affairs affecting the well-being of our country and its people, would impel them, as being consistent with human nature, to communicate to their countrymen throughout the empire the advantages which they possessed and derived from a residence in, and under the rule of a country whose ideas and mode of existence were far superior to their own. These facts once thoroughly understood, that inherent spirit of emulation so proverbial to the Chinese, would tend, in the course of a few years, to prepare them for the trade, intercourse and innovations of the Western nations they are now so adverse to, and the hostile feeling now existing towards Europeans would be in a very great measure, if not entirely, eradicated.

It would serve no useful end to further demonstrate our views on this matter. Admitting that, to a certain extent, we have wandered into the wide field of speculation, we still can fairly claim—and our claim will not be disputed—having offered a sound and reasonable solution of a somewhat difficult problem. That the interior of the Chinese Empire, which is still a sealed book to the outer world, can and will be opened to foreign intercourse, and at no distant date, admits of no denial. Our aim is to hasten that greatly desired consummation by all possible means. The position of Hongkong will naturally be greatly improved, her commercial importance vastly increased, therefore, self interest should dictate to the foreign community, which is essentially a trading community, that the past and present existing relations between the two opposing elements—foreigners, and Chinese—are not conducive to the speedy realization of a state of affairs which, under favorable circumstances, would inevitably raise Hongkong to the proud position of being the most important trading centre in the Far East.

It has never been our wish to advocate what may be termed a pro-Chinese policy, studying Chinese interests alone. The interests both of foreigners and Hongkong Chinese appear to us to be identical; the commercial welfare and prosperity of the colony is equally important to the British and Chinese merchant. We have therefore consistently upheld principles founded on justice, reason, and common sense, which, in our opinion, were calculated to benefit mankind in general, without, however, losing sight of the particular rights of Great Britain. We afford perfect liberty to representatives of all European nationalities to meet us on equal terms on our own soil in the struggle for commercial supremacy; why then should our policy towards the Chinese merchants be so short-sighted and unjust? It is scarcely a matter for surprise that in disturbances like those which have recently devastated the foreign settlement in Canton we should find even the leading Chinese merchants strongly anti-foreign in their ideas. The dominant race force is completely played out; the Chinese in Hongkong are, in every way our equals, and they are entitled to be treated impartially and with consideration and respect. It is for the Government to follow the sensible example set by Sir JOHN POPE HENNESSY; but this, we fear, is far too enlightened a course to expect from the able men (?) at present administering our public affairs. Practical reform apparently has no place in the political programme of our present ruler—and yet practical reform is an absolute necessity if the commercial importance of Hongkong is to be upheld and increased.

TELEGRAMS.

LONDON, September 29th, 1883.

THE MADAGASCAR EMBROGLIO.
A crowded reception was given to the Rev. Mr. Shaw on his arrival here from Madagascar. He narrated the ill usage he received from the French authorities, and the London press calls for reparation.

THE TYPHOON.

The Harbour Master courteously forwarded us the following telegram last evening:

MANILA, 1st Oct., 1883.

The announced typhoon crossed the provinces north of Luzon yesterday and seemed to be travelling to the W.N.W.

THE WRECK OF THE "CHOCORUA."

The Superintendent of the Eastern Extension Telegraph Co. at this port received the following additional telegrams from Bolinao yesterday:

"Captain and mate gone to wreck. Name of man drowned, Charles. Vessel struck reef about 8 p.m. on Saturday. Captain and crew landed yesterday morning after hanging on all night to channels (?) of ship. Sneyd (a clerk in the Co.'s office) just returned from wreck. He says one side of it has gone, foremast alone standing. At present crew down at village, staying at Don Miguel's house, captain and mate staying here, but at present gone to wreck, and probably will not return till this evening."

"Captain Locke says the typhoon caught the ship on Saturday night. The night was very dark. Twenty minutes after striking the vessel was full of water. At midnight the decks were stove in. The crew were lashed to side of channel. One man called Charles Romander was drowned in foremast. The ship is a total loss. All hands lost everything they possessed, and are nearly naked. Present state of vessel: port side gone entirely, broken in two amidships; everything washed out; both decks from fore-castle to stern completely gone; foremast still standing."

LOCAL AND GENERAL.

LATEST American papers state the Chinese gambling dens have been reopened in New York City.

A CABLEGRAM from London states that the possibility of another Franco-German war absorbs all the interest at present in England.

THE steamship *Kungwo* on her last voyage from Hankow to Shanghai met six Chinese gunboats near Lao Point, bound up the Yangtze.

A REGULAR Lodge of Zealand, No. 555, will be held in Freemasons' Hall, Zealand Street, on Thursday evening next, the 4th instant, at 8.30 for 9 o'clock precisely.

THERE was a great storm in Switzerland on the 15th ultimo, especially in the vicinity of *Neuchâtel*. Three villages in the vicinity of *Pignere* and *Morat* were set on fire by lightning.

THE Shanghai *Mercantile* reports that His Excellency Tso Chung Tsang, Viceroy of the Two Kiang, will not leave for the inspection of *Szechwan*, until sometime during the present month.

A SERIOUS riot (says the *Japan Mail*) is said by the vernacular papers to have occurred in the Mike Mine on the evening of the 21st instant. Some of the convicts employed fired the mine with the result that about one hundred people were killed or injured. The conflagration is reported to be still unsubsided.

WE would remind our readers that the *Assiatic Ladies' Band* will give a performance in the Theatre Royal, City Hall, this evening, commencing at 9 o'clock, for the benefit of Miss Bertha, the *prima donna* of the troupe. A high class and varied programme has been announced which will doubtless be skillfully carried out by these talented artists.

THE New York *Martinez Register* furnishes the following: "The modern form of steamship, however, perpendicular and without a bowsprit, is liable to add to the risk of damage in cases of collision, and many English underwriters are so impressed with this that they are, it is said, taking into consideration the desirability of making differential rates as between these steamships and those having the former kind of more slightly overhanging bows and bowsprit."

WE regret to have to announce that the proposed "Sky" race meeting has been abandoned.

CAMERON, one of the cholera stricken seamen of the steamship *Algha*, who was left behind at Kulangsu Hospital, Amoy, died on the 23rd ult., and was buried the following morning.

WE observe that Mr. T. R. H. McClatchie has been appointed H.B.M. Acting-Consul and Acting Assistant Judge in Yokohama during the absence on leave of Mr. Russell Robertson, who left by the *City of Rio de Janeiro* on September 3rd.

WE read that the price of the greatly abused American trade dollars has advanced considerably lately, owing to a demand from London for the Chinese trade. About two hundred thousand dollars were recently shipped from New York.

WE observe that the hull of the barque *Flodden* will be offered for sale by public auction at Shanghai on the 11th inst. It will be remembered, observes the *Mercury*, that the *Flodden* became during the late typhoon, what the Court of Inquiry declared a "Total Wreck," on the South Bank; but through the exertions of the Shanghai Tug-boat Association she has since been got off and towed up to Shanghai.

WHEN Captain Wright of the steamer *Esmeralda* was on the Prya Canal yesterday afternoon, in the vicinity of Pottinger Street, a Celestial collared his gold watch chain and made tracks. The captain gave chase and was rapidly collaring the thief when that worthy dropped the chain and bolted up Webster's Bazaar. Captain Wright very wisely stopped and picked up his property, which stoppage in the hunt enabled the chain snatcher to make good his escape.

A CORRESPONDENT writes from Swatow to the *Amoy Gazette* on the 25th Sept. as follows: "On the 22nd instant a sampan left the Swatow Customs Pier on an ebb tide and with a good breeze. When in a line with the *Chintung* she capsized and out of the ten passengers four, not being able to swim, were drowned. The boat was an old one and leaked very much as soon as she got into the rough water. A good few curlew, plover and snipe were shot down here a few days ago."

A TELEGRAM dated Washington, August 31st, says: "Commodore English, Acting Secretary of the Navy, to-day called instructions to the commanding officers of the *Yuanita* and *Enterprise* now at Singapore to proceed with those vessels to the Strait of Sunda, and examine into the condition of affairs there, and particularly to the effect of the recent earthquakes on the islands in that vicinity. They are ordered to warn all merchant vessels of all dangers to navigation which may be caused by the convulsions."

MR. AN WANG, the Chinese Consul at New York, deems it a part of his official duty to offer his countrymen a little wholesome advice. He has had a circular printed in the Chinese character, a copy of which he has caused to be put into the hands of every resident Mongol, in which, as we see its contents reported, "he warns them against transgressing the municipal laws, and against the destruction of union and harmony among themselves through the formation of separate and exclusive clubs and confederations," and cautions them particularly against lawsuits, gambling and opium smoking."

SAYS the *Nagasaki Express* of the 22nd ult.:—"The man-of-war *Thetis*, recently purchased by the Japanese Government in England, and brought out by Captain James, arrived here on Saturday morning last. After taking in coals, etc., she proceeded to Yokohama, via the Inland Sea, the same evening. She is a strange-looking craft, the hull of which, forward and aft, is almost level with the water when in fighting trim. She carries 25-ton guns, one fore and one aft, and is reputed to be a fast steamer, her capability being about 17 knots under full steam. The guns and everything on board are replete with all the latest inventions and improvements."

THE United States has lost another of its eminent citizens. The steamer *City of Peking* brought news of the death of the Honorable Judge Jeremiah S. Black, formerly Secretary of State under President Buchanan, the last Democratic President which the United States had up to the present day. Colonel Mobry has received a circular from the State Department to the above effect, and, in accordance with the instructions contained therein, the flag of the Consulate has been half-masted and will remain so for a period of ten days. Judge Black was a lawyer of great repute in the States, and had a considerable legal practice throughout the country. "Black's *Reports*," in two large volumes, is a standard work of reference with most lawyers in America.

HOMER papers report a rather serious Irish riot which recently took place in Coatbridge, near Glasgow, between Orangemen and Catholics.

IT is stated that since the 15th of July a bitter feeling has existed between the parties, and it reached a climax when the Home Rulers were demonstrating in honour of Lady Day. Upwards of ten thousand persons took part in the procession, and when they reached the headquarters of the Orangemen at Sunny-side they were stoned. In the course of a few minutes every kind of weapon was brought into use. Hundreds of persons are said to have been knocked down and kicked till they were insensible. A strong body of police endeavoured to suppress the disturbance, but were very roughly handled. Captain Stewart received a blow on the head from a brick, causing a slight wound, and one of Inspector Cruikshank's legs was nearly broken by a kick. Twenty-six prisoners were arrested. Later on the riot was renewed. A large number of Catholics, armed with sticks, poles, hammers, loaded sticks, and other weapons, marched along Main-street. They were met by a large body of police, who advised them to return home. This they refused to do, and the police drew their batons and attempted to drive them back. The police, however, were overcome, and had to retreat. They subsequently charged the Home Rulers, and a riot ensued. A large number of persons were injured, and many English underwriters are so impressed with this that they are, it is said, taking into consideration the desirability of making differential rates as between these steamships and those having the former kind of more slightly overhanging bows and bowsprit.

FROM an advertisement in another column issued from the Sanitary Office, it will be seen that the position of the Government Scavenger with relation to the "private" early birds is very clearly defined. This is undoubtedly a step in the right direction on the part of the Government, as it will effectually prevent any further attempt at "scurrying" these necessary adjuncts to our existing method of sanitation, and free our minds from all fears of again suffering the inconveniences and dangers of an "early cooler" strike.

FROM a return just issued by the Direct Contributions Department in Paris it appears that there are some 200,000 dogs in that capital, while the tax is paid only in respect of one-half that number. As the tax varies from five francs a year for a house dog to ten francs for poodles and other pet varieties, the loss to the municipality is very considerable. It has been decided, therefore that as every dog by law has to be provided with a metal collar marked with the name and address of the owner, in future this collar will, on the tax being paid, be stamped with an indelible mark as a receipt by an official appointed for the purpose.

SAYS the *Japan Herald*:—"Now that foreign lives have been endangered, and foreign property has been destroyed, our English Vice Admiral may possibly see fit to curtail his summer promenade in the North. The Shanghai papers warned him, before his departure, of the excited frame of mind in which the Chinese populace then was, and in view of this, protested against all the large ships being taken away to places where they are sometimes even out of reach of the telegraph, but without effect. It is, we must own, annoying for so exalted a man to have to shorten his summer picnic, but on the other hand he may congratulate himself on not one having been killed, or something still more unpleasant might have happened to him for neglecting his primary duty, which is to ensure, in every possible way, the safety of Englishmen in the East."

WRITING on the recent murder of a Chinaman in Nagasaki the *Rising Sun* says:—"The all-sorbing topic of the past week has been the outrage upon Chinese residents by the Japanese police, in which a Chinaman—or rather boy—was the unfortunate victim. It is just what has been feared from the commencement of the month, and fully proves to what extent the native authorities will go to meet their own ends, no matter at what risk. If the police are allowed to continue wearing swords, there is no telling which, or how many, of us may sooner or later share Wai Ngan's fate. It may not be on account of opium—a quarrel with a Japanese coolie, who demands an exorbitant fare, or is insulting, an altercation with a tide-waiter, about launching a canoe, or a score of other things may lead to the intervention of the police and the drawing of swords. In that case there will be no alternative but for Europeans and Chinese to return to the precautionary system that used to be in vogue in the 'good old times,' and go about, both on pleasure and on business, with one's finger on the trigger of a 'six-shooter' in the right-hand side-pocket. One of the members of the Settlement police force—whose name is suppressed more from reason of shame than fear—has been heard to say that had he been present at Shinchi on Saturday last, there would have been 'six dead Chinamen!' It should not be necessary to remind the party in question that in that case there might have been such a thing as a 'dead policeman,' there, or elsewhere. So it would seem as though the police would do well to be more guarded not only in what they do but what they say."

CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, October 1st, 1883.
Since I last wrote, although no actual disturbance has taken place, there has been a sense of inquietude felt on all sides which has never been hitherto experienced, not even on the concluding day of *Lung-chang* riot. Every one seems restless and uneasy, and an old resident told me this morning that he felt as though he were standing over a concealed volcano which was ready to burst out in flames at any moment. Placards as thick as bees in a treacle barrel. Most of these literary efforts are of a most inflammatory character and a long way from being complimentary to foreign ideas of justice. The German gunboat *Itzehoe* arrived here this evening and the German Consul immediately exchanged courtesies with her commander. By the way, talking of the German Consul, there appears to be a strong opinion abroad here that Mr. Von Mollendorff dilates the conciliatory measures which have been adopted in dealing with the Chinese authorities regarding the late disturbances, and that he would much prefer far more belligerent measures than are now being taken. I understand that the Customs people who suffered from the late riot will not have to resign their appointments in order to obtain compensation for their losses. I believe their claims are to be submitted to the Commissioner of Customs for approval after which the specified amounts will be paid without delay. There was a meeting to-day between the Consul and the commanders of the *Itzehoe* and *Worms* with a view to precautionary measures being adopted, so that in case of an outbreak, there may be no delay in the combined efforts to save and protect life and property. The *Worms* has sent word to the Victoria Consulate requesting that European residents in Hongkong, in the city, or suburbs, remove to Shanghai, which appears to be a strong opinion abroad here. A great number of Chinese have removed from Hongkong to the city, as they anticipated a riot on the 1st ult., but in the Victoria, and the Customs House as well. This last move, however, and a spirit of depression is being felt by all. A circular was sent round to all the residents on Saturday evening requesting them to be on their arms and ammunition so that the night might be served out as calmly as possible. The fact that *Lung-chang* is on board the *Worms* has given rise to the rumor amongst the Chinese that the British intend to release him in 300 miles of the coast and put him in a foreign port. A company has been raised to meet the British, and a number of mounted police arrived, and charged the rioters with heavy riding-whips, and drove them up and down the streets, and about twenty of the ringleaders were arrested. A number of mounted policemen were sent from Glasgow to assist in suppressing the riots.

their feeling towards foreigners. Whatever may be the result of this I shall let you know. From what I can gather I believe that the Viceroy will issue a proclamation, which, if not entirely so, will be of a semi-conciliatory nature, and will serve to pacify the people. I believe it goes against His Excellency's inclination to do this, but no doubt he desires to avoid further complications.

From an entirely unprejudiced standpoint, and after careful observation, I firmly believe that for the present at least there will be no further disturbances of a serious character in Canton. I do not disguise the fact that there is danger, especially as the question is now about the Portuguese, Diaz, are in such an unsatisfactory condition but at the same time feel convinced that the trouble will quietly blow over. A firm attitude towards the turbulent classes will work wonders, and as the main body of the Canton populace are not inimical to foreigners, the Viceroy should experience very little difficulty in keeping the riotous in check. Of course this is only my opinion, and a mistake in an affair of this kind can so easily be made. However, as I give His Excellency Chang credit for being a man of resolution and enlightenment, it seems to me that the extraordinary precautions taken to prevent any further outbreak will be most effectually carried out. It is true, I believe, that the Viceroy has stated that in the face of the verdict and sentence in the *Lung-chang* case that he would not hold himself responsible to the Consul for any riotous proceedings which might follow, but that it must not be forgotten that His Excellency will be held responsible by the Chinese Government should foreign interests be in any way imperilled. I therefore think that there will be no further troubles here at present.

THE SHANGHAI RIVER TELEGRAPH CABLES.

SI Ah-ding, native detective of the Municipal Police Force, who went down the river to capture the fishermen who have been stealing the telegraph cables, returned to Shanghai to-day with three boats loaded with cables and he had also secured several prisoners. The *Taiwan*, a steamer, in another boat, accompanied by the detective, on Monday last, they sighted a boat which Ah-ding supposed to be one of those engaged in the cable trade, and he crowded on all sail, leaving the *Wai-yuan* far behind. When the detective's boat was observed by the fishermen to be approaching them at a great speed, four men jumped overboard, their boat being about one 1/2 from the shore, which they were able to reach in safety by swimming. Ah-ding boarded the boat and found it full of telegraph cable. There were three men, one woman, and three boys on board, and he had to look after them. Ah-ding, however, had no time to spare, he had to capture the men who had jumped overboard. He then went to the boat which he had seen, and on his previous expedition found a large quantity of cable material in the boat, and he now took possession of it, loaded two boats with it, and set sail for Shanghai, with his prisoners and their spoils. The boats were lying at the Kee-chong jetty this afternoon, and the various compartments of the boats were well filled with cables, some of them being in long pieces, just as it had been lifted from the river bed, while the material taken from the boat at Tong-kang was chiefly the remains of cables, the steel wire being cut into lengths of fully 100 feet and tied in bundles. Mr. Hing-choo, of the Great Northern Telegraph Company, went to board the boats along with Superintendent Fenfold and Inspector Wilson, and he was able to identify part of the material as his company's cables, and the remainder part of the Great Northern Company's cables. He stated that one mile of the Great Northern Company's cable, weighing 10 tons, had been stolen outside Woosung about ten days ago. He has communicated with the Viceroy, Lung-chang, and the Tamsui, and in regard to this systematic destruction of the cables, but up to the present no action has been taken by the Tamsui, further, than sending down the *Wai-yuan* along with the native detective. The fishermen were taken to the Central Police Station, and questioned by Inspector Wilson as to how they came into possession of the material. The loss of the boat's young man who was very sick, and two old fishermen gave substantially the same story to the effect that a large Shanghai boat hailed them and asked them to take the wire on board and convey it to Tong-kang, because the large boat was the deeply laden cable boat which was to go to Tong-kang, they could not see the boat from which they had their cable, but were then captured by the detective. They all said they had no idea where the wire came from, they were told by the fishermen to take it on board and take no questions, and they were to be paid \$100 freight, but did not get the money as they never saw the boat again. It is supposed that this is only a mythical boat that they introduced into affairs, and that the prisoners were really themselves engaged in lifting and cutting the cables. They will be brought up to the Municipal Police Station, and the *Wai-yuan* will be sent to the Great Northern Company along with "three cables," but it is to be feared that the announcement will show that it is no wonder that the announcement has so frequently to be made. Telegraph communication again interrupted.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, October 1st, 1883.
Since I last wrote, although no actual disturbance has taken place, there has been a sense of inquietude felt on all sides which has never been hitherto experienced, not even on the concluding day of *Lung-chang* riot. Every one seems restless and uneasy, and an old resident told me this morning that he felt as though he were standing over a concealed volcano which was ready to burst out in flames at any moment. Placards as thick as bees in a treacle barrel. Most of these literary efforts are of a most inflammatory character and a long way from being complimentary to foreign ideas of justice. The German gunboat *Itzehoe* arrived here this evening and the German Consul immediately exchanged courtesies with her commander.

By the way, talking of the German Consul, there appears to be a strong opinion abroad here that Mr. Von Mollendorff dilates the conciliatory measures which have been adopted in dealing with the Chinese authorities regarding the late disturbances, and that he would much prefer far more belligerent measures than are now being taken.

I understand that the Customs people who suffered from the late riot will not have to resign their appointments in order to obtain compensation for their losses. I believe their claims are to be submitted to the Commissioner of Customs for approval after which the specified amounts will be paid without delay. There was a meeting to-day between the Consul and the commanders of the *Itzehoe* and *Worms* with a view to precautionary measures being adopted, so that in case of an outbreak, there may be no delay in the combined efforts to save and protect life and property. The *Worms* has sent word to the Victoria Consulate requesting that European residents in Hongkong, in the city, or suburbs, remove to Shanghai, which appears to be a strong opinion abroad here. A great number of Chinese have removed from Hongkong to the city, as they anticipated a riot on the 1st ult., but in the Victoria, and the Customs House as well. This last move, however, and a spirit of depression is being felt by all. A circular was sent round to all the residents on Saturday evening requesting them to be on their arms and ammunition so that the night might be served out as calmly as possible.

The fact that *Lung-chang* is on board the *Worms* has given rise to the rumor amongst the Chinese that the British intend to release him in 300 miles of the coast and put him in a foreign port. A company has been raised to meet the British, and a number of mounted police arrived, and charged the rioters with heavy riding-whips, and drove them up and down the streets, and about twenty of the ringleaders were arrested. A number of mounted policemen were sent from Glasgow to assist in suppressing the riots.

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The Hongkong Telegraph.

No. 524.

TUESDAY, OCTOBER 2, 1883.

SIX DOLLARS
PER QUARTER.

For Sale.

SHOOTING SEASON

1883-1884.

LANE, CRAWFORD & Co.
HAVE RECEIVED THEIR ASSORTMENT

of
**SPORTSMEN'S AMMUNITION AND
SUNDRIES,**

comprising:—

SPORTING GUNS, in newest styles, in Cases

Fitted.

ELEY'S NEW METAL LINED and other

CARTRIDGE CASES.

WHITE, GREY, and GREASE PROOF

WADS.

CYLINDRICAL WIRE CARTRIDGE

CASES.

CHILLED and ORDINARY SHOT.

PIGOU and WILKS' "ALLIANCE" GUN-

POWDER.

Re-capping, Loading, Ramming, and Turnover

MACHINES.

CARTRIDGE BAGS and BELTS.

GAME BAGS.

SHOOTING BOOTS.

POWDER and SHOT MEASURES and

FLASKS.

DOG WHISTLES and WHIPS.

REVOLVERS, by best English and American

Makers.

TINNED PROVISIONS for SHOOTING

TRIPS.

LANE, CRAWFORD & Co.

Hongkong, 17th September, 1883. [340]

Insurances.

GENERAL NOTICE.

**THE ON TAI INSURANCE COMPANY,
(LIMITED.)**

CAPITAL TAELS 600,000, EQUAL \$833,333.33.

RESERVE FUND.....\$75,555.57.

BOARD OF DIRECTORS.

LEE SING, Esq., Chairman.

LEE YAT LAY, Esq.,

LO YOK MOON, Esq., CHU CHU NUNG, Esq.,

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at

CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [670]

THE Undersigned have been appointed

AGENTS to the NEW YORK BOARD

of UNDERWRITERS.

ARNHOLD, KARBURG & CO.

Hongkong, 15th June, 1882.

RECORD of AMERICAN and FOREIGN

SHIPPING.

Agents.

ARNHOLD, KARBURG & Co.

Hongkong, 15th June, 1882. [670]

NOTICE.

THE MAN ON INSURANCE COMPANY,

LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept

MARINE RISKS at CURRENT RATES on Goods,

&c. Policies granted to all Parts of the world

payable at any of its Agencies.

WOO LIN YUEN,

Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [106]

YANGTZE INSURANCE

ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00

PERMANENT RESERVE.....Tls. 230,000.00

SPECIAL RESERVE FUND.....Tls. 318,233.56

TOTAL CAPITAL and

Accumulations, 1st

March, 1883.....Tls. 968,233.56

DIRECTOR.

P. D. HITCH, Esq., Chairman.

C. LUCAS, Esq.,

A. T. M. INVERARITY, Esq., G. H. WHEELER, Esq.,

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co.,

Bankers.

RICHARD BLACKWELL, Esq., Agent,

68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all

parts of the world.

Subject to a charge of 12 per cent. for interest

on Shanghai's Capital, all the Profits of the

Undersigned's Business are annually dis-

tributed among all Contributors of Business (whether

Shareholders or not) in proportion to the

premiums paid by them.

RUSSELL & Co.,

Agents.

Hongkong, 25th May, 1883. [18]

MR. MOORE begs to recommend his

GOGO SHAMPOO WASH

to the public, as a preparation

for the hair, which is of the highest

quality, and is of the most beneficial

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Notices of Firms.

NOTICE.

I HAVE this day established myself as a

SHARE and GENERAL BROKER.

A. F. DE J. SOARES.

Hongkong, 1st October, 1883. [732]

NOTICE.

THE Undersigned has this day established

himself as SHARE and GENERAL

BROKER.

J. RANGEL.

Hongkong, 28th September, 1883. [725]

NOTICE.

FROM this date Messrs. RUSSELL & Co.

will conduct our Business at this Port, and

all Communications should be addressed to them.

Messrs. RUSSELL & Co. will also act as Agents

at this Port for our line of Steamers.

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [666]

NOTICE.

THE INTEREST and RESPONSIBILITY of

Mr. G. A. GROSSMANN in Our Firm

CEASED on the 31st August, 1883.

GROSSMANN & Co.

Hongkong, 1st September, 1883. [710]

To be Let.

TO LET.

"FAIRLEA," BONHAM ROAD.

OFFICES and COMPADORE'S QUAR-

TERS, in MARINE HOUSE.

Apply to

E. R. BELILIOS.

Hongkong, 1st October, 1883. [733]

TO LET.

N. O. 6, QUEEN'S ROAD CENTRAL,

late occupied by PACIFIC MAIL STEAM-

SHIP COMPANY.

"BISNIE VILLA," Pokfulam, Furnished.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 31st August, 1883. [7]

TO LET.

FURNISHED ROOMS in the Hollywood

Road, WITH or WITHOUT BOARD.

Private Family.

For Particulars, apply to

M. A.

Office of this paper.

Hongkong, 7th July, 1883. [537]

TO LET.

"STOCKWELL COTTAGE" near to the

Kowloon Club, British Kowloon,

containing Four Rooms and Large Centre Room,

Servants' Rooms and Out-houses, Gardens and

Tennis Lawn, &c. Within Three Minutes Walk

of the Pier.

For Particulars, apply to

STEPHENS & HOLMES,

Solicitors.

Hongkong, 22nd September, 1883. [713]

TO LET.

THE PREMISES now occupied by us

No. 11, Queen's Road Central.

For further Particulars, apply to Messrs.

RUSSELL & Co.

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [607]

Intimations.

VICTORIA ICE COMPANY, LIMITED

CAPITAL.....\$50,000 DOLLARS

IN 1,000 SHARES OF \$50 EACH.

PAYMENTS:—\$25 PER SHARE UPON ALLOT-

MENT OR WITHIN TEN DAYS THEREAFTER;

BALANCE OF \$25 PER SHARE ON OR

BEFORE THE 25TH FEBRUARY, 1884.

DIRECTORS.

(TO BE NAMED BY THE SHAREHOLDERS AS SOON

AS THE SHARES ARE TAKEN UP.)

BANKERS.

THE HONGKONG & SHANGHAI BANKING

CORPORATION.

SOLICITORS.

Messrs. SHARP, TOLLER & JOHNSON.

ABRIDGED PROSPECTUS.

THIS COMPANY is formed for the

MANUFACTURE OF ICE in the Colony

of Hongkong on the Binary Absorption System

patented by the International Ice and Refrigerating

Machine Company of New York.

This Patent System has been introduced into